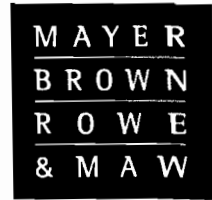


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March 7, 2006

**Kathryn Kusske Floyd**  
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VIA HAND DELIVERY

Ms. Victoria J. Rutson  
Chief, Section of Environmental Analysis  
Surface Transportation Board  
1925 K Street, N.W., Room 504  
Washington, D.C. 20423

Re: Finance Docket No. 34658, The Alaska Railroad Corp. -- Petition For Exemption From 49 U.S.C. §10901 To Construct and Operate a Rail Line Between Eielson Air Force Base (North Pole, Alaska) and Fort Greely (Delta Junction)

Dear Ms. Rutson:

Enclosed for your information please find a copy of a letter from Colonel Paul S. Curtis, Director of Logistics, Alaska Command to General (Ret) Patrick K. Gamble, President and Chief Executive Officer, Alaska Railroad Corporation.

Please let me know if you have any questions.

Sincerely,

*Kathryn K. Floyd*  
Kathryn Kusske Floyd

Enclosure

cc: David C. Navecky, SEA  
Alan Summerville, ICF  
Eileen Reilly, ARRC  
Brett Flint, AARC



HEADQUARTERS  
ALASKAN COMMAND (ALCOM)  
ELMENDORF AIR FORCE BASE, ALASKA 99506

30 November 2005

Colonel Paul S. Curtis  
Director of Logistics, Alaskan Command  
9480 Pease Avenue, Suite 216  
Elmendorf Air Force Base Alaska 99506-2100

General (Ret) Patrick K. Gamble  
President and Chief Executive Officer  
Alaska Railroad Corporation  
PO Box 107500  
Anchorage Alaska 99510

PKG	EXECUTIVE OFFICE	PC-1
JBB	RECEIVED	SBO
MGG	DEC 01 2005	WGO
DFS		JWK
DJF		EMR
EWP	TEB	WGL

Dear General Gamble

Thank you for allowing us to participate in the environmental impact study of the proposed rail line extension between Eielson Air Force Base and Fort Greely, Alaska. Alaskan Command, through its service branches, maintains several key Alaskan facilities, bases, and training areas that could potentially benefit from this project.

There are many potential joint military training benefits in this proposal. The Pacific Area Range Complex, Tanana Flats, and Donnelly training areas are located south of Fairbanks primarily on the west side of the Tanana and Big Delta Rivers. As such, the training areas are not regularly accessible by road because there are no bridges across the Tanana River. During the winter months, ice bridges are utilized, but availability and capacity are unpredictable due to the weather. These training areas are also complimented by an overlay of 60,000 square miles of military airspace. The proposed railroad extension could increase opportunities for year-round joint training and operations by increasing range access for what is arguably one of the largest joint training areas in the nation (on the order of 1 million acres).

In addition, the military presence in Alaska is growing. Fort Wainwright is now home to the 172<sup>nd</sup> Stryker Brigade and soon to be home to an Aviation Brigade Task Force. Fort Greely has become part of our nation's new missile defense posture. These regionally adjacent entities--the missile complex, Fort Wainwright, and the joint training areas--could potentially be connected efficiently and effectively by this proposed rail service. The Alaskan military could benefit from securing another option for regular year-round use of this large range area, along with access to and from the respective military property, facilities and installations.

Though **speculative** at this time, the rail line extension shows promise for increasing joint training opportunities in Alaska. While this letter recognizes the benefits this rail extension might provide the military mission in Alaska, Alaskan Command must first define its joint training requirements in Alaska to better understand our infrastructure needs. Alaskan Command appreciates the opportunity to work as a cooperating agency in the environmental evaluation of the rail line extension.

Very respectfully

A handwritten signature in black ink, appearing to read 'Paul S. Curtis', written in a cursive style.

PAUL S. CURTIS, Colonel, USAF  
Director of Logistics

cc:

G-3, USARAK

11 AF/CV

354 MSG/CC

Commander, USAGAK

Commander, US Army Garrison Fort Greely

Director, Ground-Based Midcourse Defense OSG AK

ALCOM/J02

ALCOM/J4

ALCOM/J06